



Corridor Study

Waukesha County NN to Wis 16

Project update

July 2002

<http://www.dot.state.wi.us/dtd/hdist2/83-index.htm>

Public involvement

Seven local information sessions were held since December 2001, with a total attendance of over 450 people. Citizens provided valuable input on purpose and need factors and possible solutions for addressing traffic and safety problems.

A Public Information Meeting (PIM) is planned for fall 2002 to discuss the reasonable alternatives and their impacts.

The monthly Local Information Center (LIC) meetings will be discontinued for the summer to allow for evaluation of the alternatives.



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Alternatives

Based on input from the Project Advisory Committee (PAC) and area citizens, preliminary alternatives for improving WIS 83 were screened to the reasonable alternatives that are retained for further study. The reasonable alternatives address the following key purpose and need factors:

- Present and future traffic demand.
- Existing highway deficiencies and safety concerns.
- Access management.
- Environmental constraints such as wetlands, historic structures and cemeteries.
- Community objectives that include preserving the rural character and aesthetic features of the corridor.
- Corridor preservation to assist local officials in making long-term land use and development decisions, and protecting land needed for future highway improvements.

Detailed alternative descriptions by roadway segment are found on the Web site at <http://www.dot.state.wi.us/dtd/hdist2/83-index.htm>. Please contact one of the study members by phone if you would like to receive a copy in the mail.

All alternatives retained for further study require additional refinement to determine whether widening would occur east, west or down the middle. Where possible, a "best fit" alignment minimizing overall impacts will be determined.

All off-alignment alternatives in the Genesee Depot area except "Alternative D" were eliminated from further consideration because their environmental impacts would outweigh the transportation benefits. "Alternative D" is retained at this time because it eliminates numerous access points and avoids the right-angle turn in Genesee Depot. The impacts for "Alternative D" are substantially less than other off-alignment alternatives. It will be evaluated further with state and federal review agencies.

Based on traffic forecasts, additional through lanes in the County X to County DE/E segment are not needed in the projects 2026 planning horizon. Construction on any segment would begin in 2006 at the earliest. Segments will be prioritized by need.

Schedule

The study schedule milestones were refined to allow for additional public input and coordination with local, state and federal review agencies.

Study activities	Target completion time frame
Draft Environmental Impact Statement availability (DEIS)	Spring 2003
Public hearing	Summer 2003
Selection of recommended alternative	Late summer 2003
Final Environmental Impact Statement availability (FEIS)	Winter 2003-2004
Record of Decision (ROD)	Spring 2004

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